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GEOGRAPHIC SCHOOL BULLETINS

Published Weekly by

THE NATIONAL GEOGRAPHIC SOCIETY

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NOTE TO TEACHERS: Because of Easter recess, there will be no GEOGRAPHIC SCHOOL BULLETINS on April 2. The BULLETINS will be resumed on Monday, April 9.

STRIPED SAILS ON THE SULU CARRY "VINTAS" FAR OUT TO SEA

These outrigger, sail-heavy, dugout canoes are as typical of the Sulu Sea as long, low ore steamers are of the Great Lakes. This *vinta* is manned by Bajaos, sea gypsies who roam the Sulu and whose favorite sport is killing sharks. The design on the lateen sail was made by sewing brightly colored strips of cloth on the white background. Since United States forces began the re-conquest of the Jap-held Philippines, the Sulu Sea, enclosed by southerly islands of the group, has funnelled much modern shipping toward Manila (Bulletin No. 2).

GEOGRAPHIC SCHOOL BULLETIN

HOW TEACHERS MAY OBTAIN THE BULLETINS

The Geographic School Bulletins are published weekly throughout the school year (thirty issues) and will be mailed to teachers in the United States and its possessions for one year upon receipt of 25 cents (stamps or money order); in Canada, 50 cents. Originally entered as second-class matter January 27, 1922; re-entered as of April 27, 1943, Post Office, Washington, D. C., under Act of March 3, 1879. Copyright, 1945, by National Geographic Society, Washington 6, D. C. International copyright secured. All rights reserved. Quedan reservados todos los derechos.

Fallen Cologne Was Metropolis of Western Germany

MIGHTY Cologne (Köln), exceeded in size in prewar Germany only by Berlin, Hamburg, and Munich (München), has fallen to the United States foot soldier. War from the air had raked the great city many times during this conflict, and it was merely a shell of its normal self when taken.

In peacetime, Cologne was known as the builder of one of Europe's tallest cathedrals (illustration, next page), maker of a world-famous toilet water, and hub of industry and commerce on the Rhine (Rhein). It was western Germany's largest city.

Old Ramparts Shaped City, Made Streets and Parks

Situated about 70 airline miles upstream from the Netherlands frontier, Cologne sprawls over both banks of the Rhine, the old town and main districts lying on the left, or west, side. On the right bank are the annexed suburbs of Deutz, Mulheim, Kalk, and Vingst. The fairgrounds and several amusement parks also lie east of the river. The countryside is low and flat.

A boom period in the 19th century expanded the city. Fortifications were pulled down to make way for new streets and housing. Blocks of modern dwellings soon spread in a thick crescent growth west of the so-called "ring streets"—boulevards paved on the curving line of the ancient ramparts. In some places the "rings" expand into spaces laid out with flower beds and edged with trees. Ancient city gates were made into museums. Fragments of Roman ruins remind citizens of their civic origin.

Cologne did not change merely for the sake of change. Rows of gabled houses to be seen in old etchings still stood along the prewar waterfront. City fathers gathered at the ornate Town Hall, holding council in a room where five centuries earlier merchants of the Hanseatic League met for business.

In the heyday of the Hanse towns, Cologne had a brisk trade in silk, spices, and other products of Eastern lands. Goods from the Mediterranean were transported over Alpine passes and floated down the Rhine to be distributed throughout western Europe. Wines from up the river were transshipped at Cologne to seagoing vessels. So large was the export trade that Cologne merchants had their own docks in London. Weights and measures standard in Cologne were used in almost every town of the Rhine area, Westphalia, and the Netherlands. Its Easter fair drew visitors from far places in Europe and from abroad.

Was Originally a Roman Colony; Hence Its Name

Like other Hanse towns, Cologne rapidly lost commercial leadership after the 16th century. New trade routes had opened; strong rivals sprang up. When the French took over the old free city in 1794 they found only 40,000 inhabitants, most of them destitute. With the development of the Ruhr Valley and the coming of steamships and railroads, commerce revived and Cologne became once more a thriving export center.

Cologne's name dates from A.D. 50 when the Roman Emperor Claudius established a colony for war veterans and called it Colonia Agrippina in honor of his wife. Her name was eventually dropped, the town's name becoming Cologne in French (also adopted as the English name), and Köln in German.

From the end of the 5th century the city belonged to the Kingdom of the

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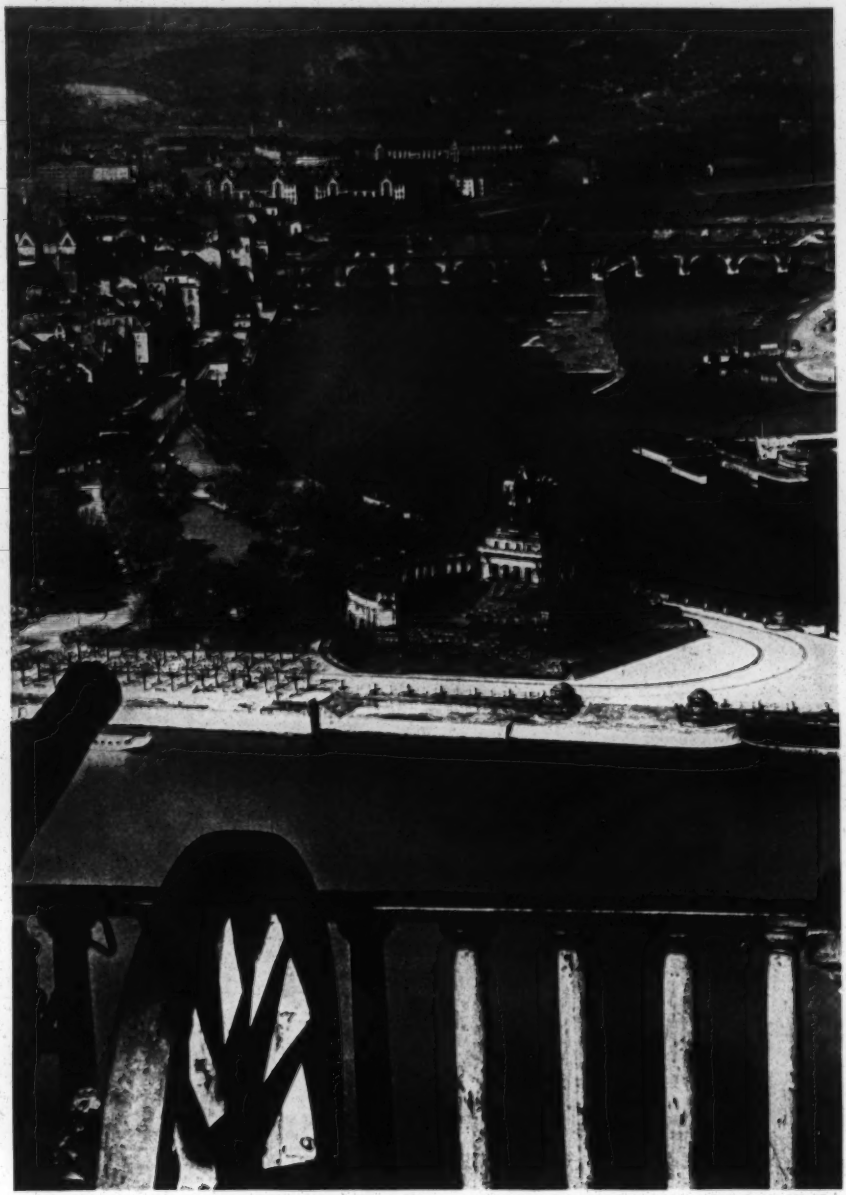

Dr. Paul Wolff

ONE OF THESE RIVERS WAS A BARRIER TO U. S. ARMIES, THE OTHER A HIGHWAY

This city where the Rhine and Mosel rivers join is Koblenz, named after the Latin *Confluentes*, or confluence. The old cannon in the foreground looks down from the fortress of Ehrenbreitstein onto the "German Corner" where a massive statue of Kaiser Wilhelm I watches the merging waters. These landmarks are familiar to doughboys of the first world war who were part of the United States Army of Occupation stationed at Koblenz until 1923. The Rhine, nearest the camera, has been a military barrier since Roman times, and recently has played its old role. On the other hand, the Mosel, the river flowing under the bridges, pointed the way into the Reich for General Patton's Third Army (Bulletin No. 3.)

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General Headquarters, Washington 6, D. C.

Palawan, Mindanao Landings Secure Sulu Sea Supply Routes

OLD highway of war, piracy, and trade, the Sulu Sea is again under control of United States forces by right of successful landings on Palawan, sixth largest and southernmost of the Philippines, and at Zamboanga on Mindanao.

Island territories that, before December, 1941, were under American and British protection loosely frame this sea, and give it shape and dimension. It is bordered, clockwise, by the islands of Palawan, Mindoro, Panay, Negros, and Mindanao, among the largest of the Philippines; the hundreds of isles and islets of the Sulu Archipelago, also a part of the Philippines; and North Borneo, northeastern end of the big island long held by Britain and the Netherlands.

A Sea Surrounded by Seas

In addition to Palawan, Mindoro is in American hands, and large sections of Panay, Negros, and Mindanao are held by Filipino guerrillas. Thus the Sulu is secure against Jap attacks on the life line to Manila. Zamboanga guards an important gateway to this sea.

Many passages cut through the Sulu Sea's land frame, and link it to other great bodies of water. To the north and west, beyond elongated, little-developed Palawan, lies the South China Sea. A web of waterways spreads through the central Philippines and provides connections with the main body of the Pacific, to the east. The curving sweep of the Sulu islands from Mindanao to North Borneo is broken with broad corridors that lead southeastward to the Celebes Sea. The area of the Sulu Sea is roughly comparable to that of the State of Nevada.

The northeast monsoon—which begins in November—blows strongly over the Sulu Sea through January and February, and huffs its hardest before the water gaps between Panay and Negros, and between Negros and Mindanao islands. These winds usually last until the end of April. Winds are irregular in the other spring months, but gradually shift around to the southwest and bring violent rain squalls. Storms are at their worst in July and August. Heavy mists shroud the coasts of Mindanao in September. Waterspouts occasionally whirl over the sea, and send small craft scurrying for shelter.

In October the southwest winds finish their season and east winds prevail. A period of fine weather usually precedes the arrival of the northeast monsoon in November. The northern part of the sea is in the path of typhoons.

Craft with Rainbow Sails Add Exotic Note

Tidal currents sweep into the Sulu Sea from the South China Sea and from the Pacific Ocean. These streams meet and mingle in the Sulu Sea's southern reaches, and wash out through the many channels between the islands of the Sulu Archipelago.

Several clusters of small islands break the expanse of the sea. Among them are the Cagayans, a dozen or so low, wooded islands in the northeast, and the hilly Cagayan Sulu group in the southwest. These islands have little importance.

Ports used by ships sailing the Sulu Sea, proceeding clockwise, include: Puerto Princesa, a town of 2,300 near Palawan's Honda Bay where the Yanks landed; Iloilo, a city of 94,300 on Panay's southeastern coast; Zamboanga, Mindanao's largest city, population about 137,700, on Basilan Strait between Mindanao and Basilan islands; Jolo, chief town of the Sulu Archipelago, ancient residence

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Franks, and was raised by Charlemagne to the rank of an archbishopric. Citizens contested the power of the churchmen, guilds resisted nobles, noble families fought among themselves. Torn with conflict and dissension, Cologne presented a paradox of prosperity. By the end of the 15th century it had become one of Germany's richest cities. After Waterloo it was under Prussian rule.

Fourth largest city in prewar Germany, Cologne was normally credited with a population of 768,400. During the present war it has become a center for production of plane and U-boat engines, textiles, and leather. These industries and its commerce have made it a large-scale and frequent bomb target. It was one of the first German cities to be subjected to mass bombing raids. Aluminum and synthetic rubber plants, bridges, and power plants have been targets for bombers.

Well-developed transportation has assured a flow of the city's industrial lifeblood—coal and coke from the nearby Ruhr Valley, iron from Lorraine. Railways and roads fan out in all directions. The Rhine, one of Europe's greatest waterways, is honored by the people of Cologne with a monument. "Vater Rhein" in peacetime bore 15,000,000 tons of shipping a year, with the city's share about 2,000,000 tons.

Harrison C. Ryker

A VANISHED KAISER VIEWS COLOGNE'S ANCIENT GLORY

From his mount on the stone archways of the Hohenzollern Bridge a Hohenzollern emperor looks toward the twin towers of Cologne's ancient cathedral. In this area between the river and the cathedral Germans of today fought a rear-guard action before fleeing across the Rhine and destroying the bridge. Begun in 1248, the cathedral was six centuries in building. According to tradition, skulls of the Three Wise Men were treasured there. Shadowy in this prewar picture, the cathedral is now the only important building in the heart of the city which is not irreparably damaged. Spared by Allied bombers attacking the city's vast war plants, it rises above the ruins like a ghost of Germany's past.

Note: Cologne is shown on the National Geographic Society's Map of Germany and Its Approaches. A price list of maps may be obtained from the Society's headquarters, Washington 6, D. C.

See also, "Cologne, Key City of the Rhineland," in the July, 1936*, issue of the *National Geographic Magazine*; and these GEOGRAPHIC SCHOOL BULLETINS: "Push Toward Cologne Hits Industrial Towns," December 11, 1944; and "Germany's Rhineland of Prime Military Value," October 2, 1944. *(Issues marked with an asterisk are included in a special list of Magazines available to teachers in packets of ten for $1.00.)*

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German Rivers Form Natural Defense Network

BETWEEN the Allied forces on the western and eastern fronts, Germany's large and small rivers spread a formidable network of defense lines. The flat and rolling North German Plain, largely open country, affords little in the way of natural defense except its rivers.

Germany is one of the best-watered of the world's major countries. In peacetime its long rivers, together with innumerable branches and extensive canal systems, carried one-fifth of the country's traffic. When the war came the Nazi government ordered still more water-borne transport. Today the Reich's intricate waterways, resembling on the map (next page) a giant cobweb, serve to hold up and entangle, at least for temporary periods, the advancing Allied forces.

R. A. F. Turned Germany's Rivers Against Her

In the rewinning of Europe, an important part has already been played by rivers, even minor ones whose names are found only on large-scale maps. Penetration of the Rhineland, for example, was held up for months at the relatively small Roer River. On the eastern front lately, such sub-defense lines as the Obra, Bober, and Neisse rivers have been prominent in the news.

In yet uninvaded territory the Allies have sometimes turned Germany's own rivers against her. This happened dramatically in 1943 and '44, when R.A.F. flyers bombed the Eder, Möhne, and Sorpe dams, the latter two on Ruhr River tributaries, causing floods that devastated vital industrial and farming areas.

The major river systems of Germany are the Rhine (Rhein), Elbe, Oder, Weser, and Ems, draining northward to the North and Baltic Seas; and the Danube, flowing east across the southern part of the country. The Main, Neckar, Mosel (illustration, inside cover), Isar, and Inn are important tributary streams.

Comparative lengths are as follows: the Rhine, 800 miles; the Elbe, 720 miles; the Oder, 550 miles; the Weser, 280; and the Ems, 200. The German and Austrian section of the Danube is about 790 miles long; its tributaries, the Isar and Inn, about 220 and 320 miles respectively. The Main is 305 miles long.

Main Industrial Areas Flank Major Defense Streams

Many more rivers now separate Berlin from the western than from the eastern front. Reading the map from west to east, the Rhine, Ems, Weser, and Elbe are roughly parallel obstacles facing American, British, and Canadian forces. In the east, the Oder was the only major river inside Germany proper that barred movement toward the Nazi capital. Now cleared in many places by the Russians, it is only a little more than 30 miles northeast of Berlin at its nearest point.

Southern German rivers offer possible cross-country invasion corridors. The broad valley of the Danube, for instance, is an old invasion route from the southeast. The Inn River makes a natural path northward from the Brenner Pass.

Germany's leading industrial areas lie along or near its main defense rivers—the Rhine and Oder. The Ruhr concentration of mines and factories, turning out iron and steel, chemicals and synthetic oil, covers a broad region straddling the Ruhr River, a tributary of the lower Rhine. The Saar district is drained by several Rhine tributaries. The Silesian area, in the southeast corner of Germany, lies on both sides of the upper Oder. During the war, it was developed as an arsenal ranking after the Ruhr in essential production.

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of the sultans, and prewar home of 45,000 islanders; Sandakan, North Borneo's capital, situated on Sandakan Bay, with about 13,800 peacetime residents.

Large passenger ships and freighters plied the sea in normal times, but no Sulu seascape was complete without a *vinta*, a canoelike craft scooped out of a single log and fitted with a lateen sail and outriggers. Its sail was overlaid with brightly colored bands of cloth to give it a distinctive striped effect (illustration, cover). Running before a brisk wind, a lightly laden vinta has been known to leave a powerful motorboat in its wake.

War has brought the Sulu Archipelago to serious public notice, but a generation ago the only Mohammedan territory of the United States was known mostly through George Ade's comic opera "The Sultan of Sulu." The sultan was pictured as an amusing semisavage, a not too accurate idea that showed little regard by the writer for the fact that the sultan effectively ruled hundreds of islands in the Sulu Archipelago and part of British North Borneo.

Olov R. T. Janse

MEMBERS OF A SULTAN'S HAREM—IN U. S. TERRITORY

Along the southeast reaches of the Sulu Sea stretches the Sulu Archipelago, part of the Philippines, where live the Moros, only big Mohammedan group ever under the United States flag. The Sultanate of Sulu has been in dispute since Jamalul Kiram II, husband of these wives, recently died without heir. Though Moslem, Moro women go unveiled. For three centuries Moro men fanatically resisted the Spanish overlords of the Philippines. Spaniards named the tribe after the Moors of Spain and North Africa.

The sultan partly acknowledged the temporal sovereignty of the United States in 1899, and gave complete recognition in 1915. He was the spiritual leader of the Mohammedan Moros, a member of the Philippine Senate, an aviation enthusiast, and traveled in the United States. From the American Government he annually received about $3,000. He had his own flag, and was royally received by British officials on his visits to North Borneo. Like all Moslem potentates, he kept a harem of several wives (illustration, left).

Note: Palawan and the Sulu Sea and Archipelago are shown on the Society's Map of The Philippines, which supplements the March, 1945, issue of the *National Geographic Magazine*.

For additional information on the Philippines, see "What Luzon Means to Uncle Sam," in the March, 1945, issue of the *Magazine*; "Mindanao, on the Road to Tokyo," and "Camera Cruising in the Philippines" (12 color photographs), November, 1944; and "Facts about the Philippines," Fepruary, 1942*; and these GEOGRAPHIC SCHOOL BULLETINS: "Manila Bay Becomes Stage for New Chapter of U. S. History," February 26, 1945; and "New War Chapter Opens in the Philippines," November 6, 1944.

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Why the U. S. Drives to the Right and England to the Left

RECENTLY, when an Australian force moved in to take over a United States base in the southwest Pacific, a peculiar traffic jam resulted. Australians, normally following the English custom of driving to the left, had obligingly learned to drive to the right while on the base. Americans, just as obligingly, had mastered the strange art of driving to the left.

Yanks in England likewise often have been confused by the differing rule of the road. In France, however, G.I.'s find that Frenchmen, like them, keep to the right. Those Yanks who are set to wondering about these diametrically opposed practices probably little dream that it all goes back to the horsewhip and the time when men rode in wagons.

Britain's Right-handed Whip-wielders Sat on Right, Drove to Left

In old England the predominating type of transport was the simple box wagon with a board across the front for the driver's seat. The driver sat on the right end of this board (the right side of the wagon) so as to keep his whip hand (right hand) absolutely free. It would have been more difficult to wield the lengthy whip from the center or left side, as the load and the wagon itself would have been in the way of the whipstock.

When two such vehicles met, the drivers pulled to the left. They did this so they could see if their wagons were clearing each other on the narrow, often slippery roads. If they kept to the right of the road, the driver's position would be on the outside—the wrong side to watch the space between the two vehicles.

From this old practice of individual farmers carrying their produce to market on small box wagons grew the present-day custom in industrialized England of driving to the left. These wagons so greatly outnumbered any other type of vehicle that their way of driving became the practice of the country.

The drivers of English coaches, perhaps following the lead of the small wagon, but more likely acceding to the same natural laws of convenience, also sat on the right-hand side of their coaches and naturally kept to the left when meeting.

America's Conestoga Drivers Sat on Left, Kept to Right

England's American Colonies aped the mother country in the rule of the road until about 1750. Conditions peculiar to the Colonies—greater distances, more long hauling, bigger freight loads—resulted in the development of the Conestoga wagon about that time. These boatlike wagons were first used to carry wheat from Pennsylvania's Conestoga Valley (then a breadbasket of the Colonies) to Philadelphia (then the largest city). Later, in modified forms, they became the prairie schooners and covered wagons of the westward movement.

The Conestogas were the postilion type of vehicle. Two or usually three teams pulled these heavy wagons. The driver, or postilion, sat on the left rear horse (illustration, next page). He did not sit on the right rear horse because then his own body would be in the way of whipping the horse on his left. From the left side he was in position to strike with his whip hand (right hand) at all the horses, including the ones to his right. Naturally he kept to the right when meeting another vehicle, for only on that side could he watch the space between the weaving, careening wagons to see if they would clear each other.

In time the ponderous Conestoga wagons crowded everything else off the

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With their convenient location and length, the Rhine and Oder were especially valuable as traffic lanes for Nazi shipping. Set along the Rhine are such important river ports and industrial centers as Karlsruhe, Mainz, Koblenz, Cologne (Köln), and Duisburg. In the adjacent Ruhr Valley, Dortmund, Bochum, and Essen are among leading heavy-industry names.

Along the Oder, similarly important cities—Oppeln, Breslau, Frankfurt, and Stettin—were aids to Nazi power before the Russian offensives in this region.

On the North Sea coast of Germany are the nation's leading seaports, Hamburg on the Elbe, and Bremen on the Weser. Less significant Emden lies near the estuary of the Ems, with the big naval base of Wilhelmshaven not far away.

Berlin is a center of both land and water transport. It is 100 miles from the Baltic, on the Spree River, near that stream's junction with the Havel, which in turn flows into the Elbe. Its Baltic water outlet is a canal to Stettin. Serving Berlin as well as many other leading industrial cities, the Midland Canal, opened in 1938, united a vast network of German rivers by a cross-country channel. This and other canals link the Rhine and the Oder.

Note: The courses of the rivers of Germany may be traced on the Society's Map of Germany and Its Approaches.

Bulletin No. 3, March 26, 1945.

GERMAN RIVERS, SEEMINGLY PLACED TO SERVE AND PROTECT THE REICH, ARE BEING HURDLED ONE BY ONE

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Geo-Graphic Brevities

BITTER LAKES MAY HAVE BEEN SITE OF MOSES' RED SEA CROSSING

UNTIL President Roosevelt, on his way home from the Yalta Conference, received three Middle East monarchs aboard a United States warship in Great Bitter Lake in Egypt, few Americans knew of this bulge near the southern end of the Suez Canal. But the Bitter Lakes, once a northern arm of the Red Sea, fit into one of the world's best-known chapters of history—The Exodus.

Bible scholars differ as to just where Moses "stretched out his hand over the sea; and the Lord caused the sea to go back . . . and the waters were divided." (Exodus 14:21.) They place this action, however, between Serapeum on the north and the city of Suez on the south. Great Bitter Lake and Little Bitter Lake occupy 24 miles of this 40-mile stretch.

After the crossing, Moses brought his people to Marah, but "they could not drink of the waters of Marah, for they were bitter." (Exodus 15:23.) The Bitter Lakes have been identified by some scholars with this Marah of the Bible.

The Suez Canal was begun in 1859. At that time the Bitter Lakes were dry, salt-encrusted depressions. In 1863, after extensive dredging, the barrier at the north end of Great Bitter Lake was removed. Water from the Mediterranean Sea flowed into the two dry hollows.

Great Bitter Lake is wide and deep enough for ships to pass freely. Thus traffic in this section of the canal can be speeded up to compensate for its slower passage through narrower reaches, where one ship must stop in order that another may safely pass it. In Little Bitter Lake, ships must stick to the narrow channel.

In the ten-mile-long cut of the canal between Little Bitter Lake and Suez, the dredging engineers removed mud and rock containing great numbers of crocodiles' teeth and bones of various large quadrupeds. They also found markers erected at the Red Sea end of the canal which Darius, King of Persia, built in the 5th century B.C. to connect the sea with the Nile River.

Note: Great Bitter Lake is shown on the National Geographic Society's Map of Europe and the Near East, which was issued as a supplement to the *National Geographic Magazine* for June, 1943; and on the Society's Map of Bible Lands.

* * * * *

HACHIJO, PEACETIME RESORT ISLE, NOW BOMBERS' TARGET

The Yank aerial softening-up process on the island steppingstones to Tokyo moves nearer the threshold of the Japs' capital city with the bombing of Hachijo Island. Hachijo is 175 miles south of Tokyo—less than an hour's bomber flight.

In attacking Hachijo, the Yanks leaped over several of the steppingstones between Iwo Jima and Tokyo. North of Iwo, 150 miles, are the Bonin Islands (Ogasawara Gunto), spreading over an area about 85 miles east and west and the same distance north and south. Then between the Bonins and Hachijo are a few steps on which the Yanks might find Japs lurking.

These small isolated islands paving the pathway to Tokyo include Sofu Gan (Lot's Wife), Tori Shima, Sumisu, and Aoga Shima. On the last island, the closest to Hachijo, lived about 500 people, who raised cattle, tea, and silk.

Hachijo is about eight miles long and its greatest width is four miles. Its northern end is an extinct volcano, the highest point on the island—about 2,800 feet. The southern end also rises, but not as high as the old volcano. The low

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roads. They were so big and numerous that no other vehicle dared question their rules of the road; so their way of driving set the standard for the United States.

The postilion type of vehicle was also used extensively in France and Germany, which accounts for the practice in those countries of driving to the right. In Europe the postilion did not always ride. Even when he walked he took his place to the left of the horses so that his right hand was nearest them.

Actually, all European countries (including England) once used both types of driving. Individual localities eventually decided their own rule of the road, dependent on prevailing custom. Generally the postilion type was used in cities, and the box-wagon type in rural areas. As recently as 25 years ago, the rural traffic in Italy kept to the left and urban traffic drove to the right. Before the war, one Austrian province, Vorarlberg, had the drive-to-the-right rule, while the rest of the country kept to the left. A survival of postilion driving in England is seen in the state carriage of the king and queen.

The English rule of the road was not made law until 1835, but long before that date this poem appeared in an English journal and became widely quoted:

"The law of the road is a paradox quite
As you're driving your carriage along;
If you go to the left you're sure to go right,
If you go to the right you go wrong."

All Britain's important colonies and dominions except Canada follow the mother country's lead and drive to the left. In the new world Argentina and Uruguay are the only countries that keep to the left, and reports indicate that they may soon conform. Panama and Paraguay motorists recently changed from left to right. The Philippines, though a United States possession, conform to the general Far East custom of driving to the left.

Bulletin No. 4, March 26, 1945.

Public Roads Administration

HERE IS PICTURED THE ORIGIN OF THE CUSTOM OF DRIVING TO THE RIGHT

Copied from an old photograph, this print of a Conestoga wagon on Pennsylvania's Lancaster Turnpike shows the driver, or postilion, seated on the left rear horse. When meeting another vehicle the driver pulled to the right in order to watch the space between the wagons and see that they cleared. Thus, about 1750, Conestoga drivers, numerous and arrogant, started the American practice of keeping to the right, which gradually supplanted the custom, brought over from England, of driving to the left. The sign on the wagon says "Philadelphia to Pittsburgh 20 days." Normal driving time today is eight hours. The bells attached to the horses' collars were strictly utilitarian; their constant ringing told other drivers just where the teams were even though the whole assemblage was enveloped in dust. "Stogies," name for a type of cigar, comes from Conestoga. Pittsburgh Conestoga cigars, long, cheap, and durable, were made especially for these drivers.

region in mid-island is extensively farmed and grazed. It helps support a peacetime population of about 10,000 people. Normally two or three small streams supply abundant water.

The largest settlement on Hachijo is the village of Kaminato, on the northeast coast. Although only a day's journey by steamer from Tokyo, the people led a primitive life. Fabric was woven from home-grown silk (illustration, below), and Hachijo's popularity as a holiday resort provided another "industry" to support the island's people.

Note: Hachijo may be located on the Society's Map of Japan and Adjacent Regions, which was issued as a supplement to the *National Geographic Magazine* for April, 1944.

For further information about Japan and the Pacific islands, see "Springboards to Tokyo," in the October, 1944, issue of the *Magazine*; "Japan and the Pacific," April, 1944; and "Hidden Key to the Pacific," June, 1942*.

Bulletin No. 5, March 26, 1945.

Nipponfoto

OLD-FASHIONED CRAFTS LINGER ON AN ISLAND HIT BY NEW-FASHIONED BOMBS

Dressed in a striped kimono wound about with a flowered *obi*—old-fashioned, traditional costume of Japanese women—this young Hachijo Islander is engaged in an old-fashioned, traditional occupation—weaving at a hand loom. Her voluminous sleeves are fastened back over her shoulders to keep her arms free for her task. A working girl in Tokyo would be likely to wear Western style dress at her work—which would probably involve power machinery rather than handcraft. But on Hachijo, except for the up-to-date defenses, modern ways were slower to arrive.